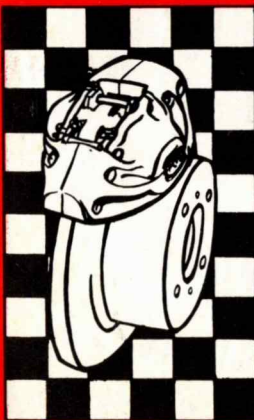
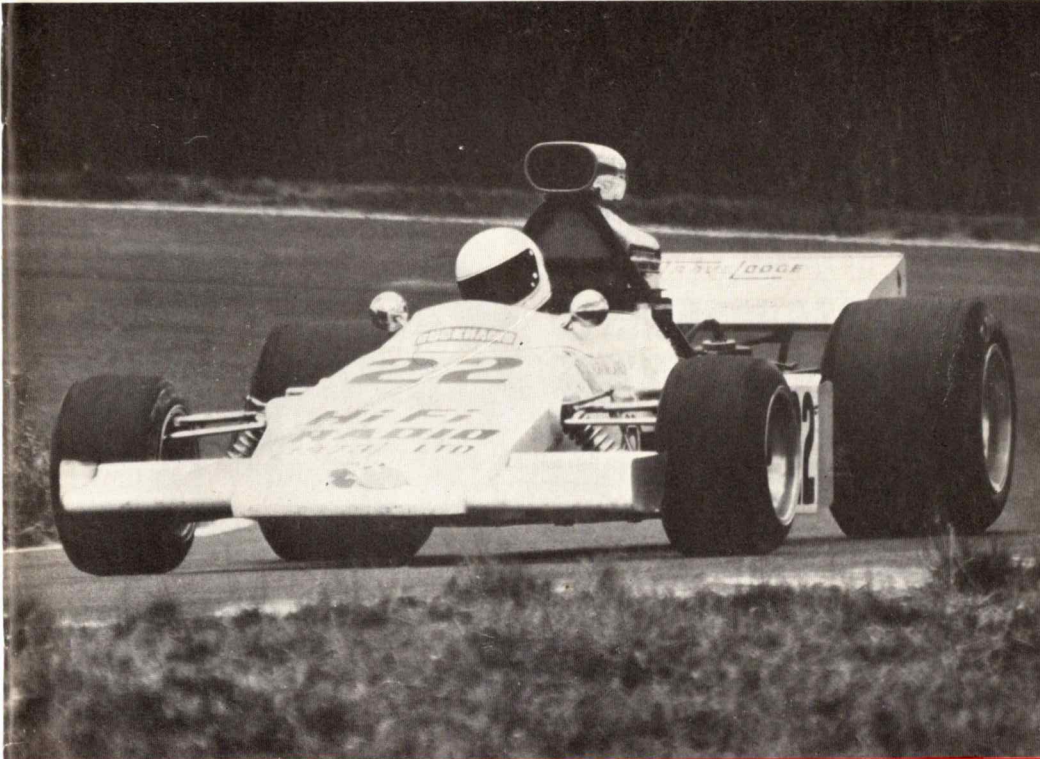


MARCH 1974



BULLETIN



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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

President:

F. B. Webber, Phone 595-282.
23 Maroa Road, One Tree Hill.

Vice-Presidents:

L. F. Rankin,
Phone 84-164 Papakura,
3 Arthur Place, Papakura.
W. J. Martin, phone 566-437,
6 Melissa Place, Pakuranga.

Secretary and Treasurer:

G. J. McKinstry, A.C.A.
Phone 373-484.

Executive:

B. J. Hamilton, E. G. Mallard,
J. T. Molloy, I. L. Ivers, D.H. Bell
C. R. Stodart, P. A. Meggison,
G. L. Spear, N. H. Harvey.

Club Captain:

R. E. Brown, phone 678-739.
16 Wayne Place, Mt. Roskill.

Deputy Club Captain:

R.R. White, phone 674-037
1 Addison St, Blockhouse Bay
Chairmen of Sub-Committees:

Club House: G. L. Spear, 75-180 (Bus.)
888-811 (Pvt)

Trials: P. A. Meggison, 547-129
(Bus.)

Racing: L. F. Rankin
Phone 84-164 Papakura.

Speed: R.R. White, phone 674-037

Building: M. H. Lawson.
HCK 4656 O.

Ladies: Mrs. Dot Parkin
(GLE 7835)

Bulletin: Post to P.O. Box 2018,
Auckland.

Membership Secretary:

B. J. Hamilton, phone POP 48-520

Competition Licence Officer:

J. T. Molloy, phone 654-048. (Evgs)

Security Officer:

H. G. Southee, phone 607-682.

Custodian:

W. Ferris, phone 674-071.



PETER GETHIN OBLIGES AT PUKEKOHE ON 12TH JANUARY AFTER WINNING THE AIR NEW ZEALAND INTERNATIONAL AT THE PETER STUYVESANT \$100,000 CHAMPIONSHIP MEETING.

COVER PHOTO

CLUB MEMBER GARRY PEDERSEN (HI FI RADIO RACING TEAM McLAREN) WHO CAMPAIGNED THE PETER STUYVESANT \$100,000 SERIES IN AUSTRALIA.

PHOTOS - JACK INWOOD

COMING EVENTS



**CLOSED
CLUB**

If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

CLUBROOM HOURS:

Thursday Evenings	8.00 - 11.00 p.m.
Sunday Evenings	4.00 - 10.30 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Two Pool Tables, Table Tennis and Darts facilities are available. Pit Stop Bistro Bar also open for meals. Films are shown on the third Thursday of each month preceded by a semi formal Club meeting.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

3RD MARCH - SUNDAY - HILLCLIMB

Bardahl Interclub Series. Details under Open and Invitation events.

6TH MARCH - WEDNESDAY EVENING - TRIALS INSTRUCTION NIGHT

This will be held in the Members Lounge of the Clubrooms at 7.30 p.m. All members welcome. Please bring along a sealed clock. This evening will cover all stages of trialling from beginners to advanced trials.

13TH MARCH - WEDNESDAY EVENING - MIDWEEK TRIAL

Starts at Otara Town Centre at 6.30 p.m. Duration approximately 1 to 1½ hours finishing at the Clubrooms. No maps required but a sealed clock is necessary. This is a very simple event. Entry Fee \$1 per car. The Bistro Bar will definitely be open at the conclusion of this event.

17TH MARCH - SUNDAY - GRASS TRACK RACE MEETING

Aitkenheads Farm, Ridge Road, Pukekohe. (Ridge Road is off the Great South Road approximately 2 miles south "Collision"X roads). ¼ mile circuit. Races for saloons, sports, single seaters. Entries on the day 8.30 a.m. to 9.30 a.m. Scrutineering ends 10.00 a.m. Entry fee \$2 plus ground admission 50 cents per person. No mud grip grooved or rally grip tyres permitted. Competition Licence, Medical Certificate, approved safety helmet, overalls, fire extinguisher, etc. required. Excellent

spectator viewing. Refreshments available. Assistance with flag marshalling etc. on the day would be appreciated. Please phone Bob White 674-037. Meeting held in association with Pukekohe Car Club.

21ST MARCH - THURSDAY - CLUB NIGHT AND FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Good films, supper and discussion hour. New car on display.

23RD MARCH - SATURDAY - LEARNERS TRIAL

Starts at the Clubrooms at 6.30 p.m. Entry Fee \$1.00 per car. Duration approximately 2 hours. Sealed clock required but no maps. This will trial is very simple and will finish at the Clubrooms.

24TH MARCH - SUNDAY - SOCIAL/DANCE EVENING

Another of these popular evenings will be held on this date with a swinging band playing through till 10.00 p.m. 50 cents cover charge after 6.00 p.m. Meals or snacks available from the Pit Stop Bistro Bar. Tidy casual dress. (DEFINITELY NO JEANS). Come early to avoid the rush as this type of evening is proving very popular.

26TH MAY - SUNDAY - MARAMARUA RALLY

Details will be advised in subsequent Bulletins but all rally enthusiasts would be advised to keep this date free.



**OPEN &
INVITATION**

2ND MARCH - SATURDAY - BARDAHL INTERCLUB HILLCLIMB

Andersons Farm, Paremoremo. (Turn off Highway 1 opposite Wayside Inn, Albany, follow this road for approx. 2 miles). Entries on the day 8.30 a.m. to 10.30 a.m. Organised by the Auckland University Car Club.

3RD MARCH - SUNDAY - BARDAHL INTERCLUB HILLCLIMB

Round Two. Chamberlain Road, Bombay. Entries accepted on the day between 9.00 a.m. and 10.00 a.m. Classes for saloons, production sports, sports/racing and single seaters. Marshals etc. required. Please phone Bob White 674-037. Refreshments will be available at the venue. Organised by the Auckland Car Club.

9TH MARCH - SATURDAY - ROTHMANS MOTOR RACES - PUKEKOHE

Programme includes Championship qualifying rounds for

sports cars, Fund of New Zealand Formula Vee, Bank of New South Wales Saloons, Castrol GTX Saloons. Late entry enquiries to Race Secretary, Mr L. Lack, phone 69-649 Manurewa. Promoted by the Northern Sports Car Club.

24TH MARCH - SUNDAY - BARDAHL INTERCLUB HILLCLIMB

Ridge Road Farm, Pukekohe. Entries on the day 9.00 a.m. to 10.00 a.m. Organised by the Pukekohe Car Club.

31ST MARCH - SUNDAY - BARDAHL INTERCLUB HILLCLIMB

Cossey's Farm, Drury. Entries on the day 9.00 a.m. to 10.00 a.m. Organised by the Northern Sports Car Club.

7TH APRIL - SUNDAY - DUNLOP NATIONAL MOTOR RACES - PUKEKOHE

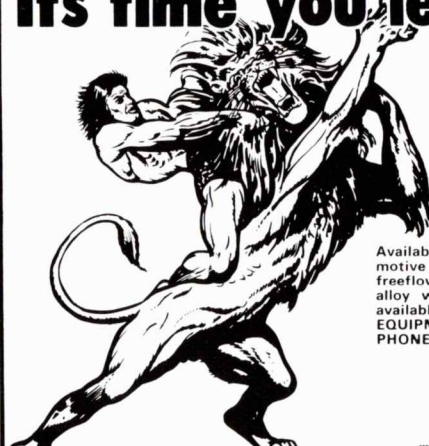
Events will include New Zealand grand final for Formula Ford Championship, Bank of New South Wales Championship for all classes, New Zealand Sports Car Championship, Castrol GTX Championship. Practice for this meeting will be held on Sunday morning 9.00 a.m. to 12.00 noon. Closing date for entries is Thursday 28th March with the Race Secretary, Miss C.E. Dewar, Alans Office Services, Shortland Street, Auckland, Phone 379-341 (Bus) and 588-274 (Res). Date and place of scrutineering will be advised to competitors with acceptance of entry. As a special concession to members of both Clubs free entry to a special enclosure on the new grandstand will be available on production of membership cards.

21ST APRIL - SUNDAY - BARDAHL INTERCLUB HILLCLIMB SERIES

To be held at Bald Hill Road. Organised by the M.G. Car Club. Further details in next month's Bulletin.



It's time you let the cat out



Manufacturers of massed-produced cars are always faced with having to supply a vehicle which is acceptable to the majority and it must always, therefore be a compromise. This does not allow them to cater for the more discriminating owner, who requires something different, but cannot afford to purchase a specialist vehicle. Our aim at WILDCAT, is to offer performance equipment that is well designed, easy to fit, and reasonably priced. Our skilled staff are prepared at any time to give advice, on carrying out fitting and tuning for you.

Available from WILDCAT is a complete range of automotive accessories, including manifolds, carburettors, freeflows, camshafts, floor change units, mufflers and alloy wheels. WILDCAT Performance Equipment is available from authorised dealers or from GRIFFITHS EQUIPMENT LTD., 142 ALBERT STREET, AUCKLAND. PHONE 31-104.

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GYMKHANA

PUKEKOHE C.C. & AUCKLAND C.C.

10th February



Down to Pokeno we took the Min,
Baby Dog and Donna packed in.
Couldn't find the way at first
Couldn't see for all the dust.
They arranged the pegs upon the ground
And we drove the various vehicles around.
So much dust you couldn't tell if they,
Were going round the right way.
We ate our lunch (along with the pests)
And rose again to manoeuvre the tests.
We were visited by a family of pigs
They ate a chilly bin and upset the dogs.
We had a super long relay
Pukekohe won the race of the day.
Then we tried to quench our thirst,
While the secretary computed who was first.
Then, beneath the setting sun
Home we went, Boy that was fun.

BOBLYN



ABOVE: D. GULLAND
P. LEVET
N. KING
S. HAMILTON



ABOVE: M. JOHNSTON
K. TURNER



PIX - SHEILA TRINGHAM

ABOVE: R. SENNE
V. COLLIER
J. CROMBIE
R. BROWN (SAME CAR)

ABOVE: D. O'CARROLL
G. HILL
B. KIRK-BURNAND
B. PLATT

MID-WEEK TRIAL

13th February



The first trial held this year was organised by John Crombie with assistance from Rob Wylie, Richard

Hadlee and checked by Kevin Lancaster. The trial, which attracted 34 entries (very gratifying to the plotters), went out Ti Rakau Drive, Whitford and Ridge Road area. The main gist of the trial was basically getting everyone used to kilometres but needless to say, cunning Crombie threw in a few traps.

The first trap was that having been told the plotter's car odo read 19km at Green Mount D.R. sign, they were to go first left after the odo check. The wide awake boys, and some of the new comers - but not every experienced crew - realised they had not been told that the previous instruction was an odo check and therefore went ahead to get the hardest trap of the night. Then followed a neat trap on a double U turn.

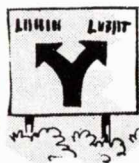
To the people who could not find the sign "Stott Hilltop Rd", Rob Wylie would like to point out that after spending ten minutes cutting back the gorse, he was rewarded by sitting on a 2" gorse thorn.

On our way back we were told to look for a sign reading "To St Martins Angucan Church", which everyone knew was a demon sting in the tail and went all the way to Point Chev, apart from those who observed the sign was spelt this way and consequently got the next check and back home on time.

Thanks go to the organisers for a most enjoyable event and we hope to see more of you on the next mid week trial on 13th March. (Strikes me the plotters are not superstitious as they cannot get away from the 13th for trials dates.)

RESULTS:

		Points			Points
		Loss			Loss
1st	A. MORLEY	154.2	6th	C. SHANKS	458.0
2nd	S. HAMILTON	291.4	7th	P. LEVET	472.9
3rd	N. MALLARD	326.1	8th	R. HARDING	486.1
4th	D. BONE	338.7	9th	D. BELL	545.9
5th	R. STODART	397.1	10th	G. STRATFORD	553.5



 TYRES **DUNLOP** RETREADS

SHOUTS & murmurs



. . . Peter Schenker has retired from the position of Clubhouse Subcommittee Chairman. We thank Peter for his past assistance. Graham Spear has taken up this position, relinquishing Chairmanship of the Speed Subcommittee to Bob White.

. . . Our Club Security Officer, Gordon Southee, was involved in a serious motor accident several weeks ago whilst returning from Rotorua. As a result of crushed toes, a broken kneecap, etc., Gordon got plastered in the Rotorua Hospital (in real plaster!) He is home again now recuperating. We wish Gordon a speedy recovery from these injuries which he received through someone else's bad driving.

. . . Congratulations to Dennis Tringham and Bulletin photographer, Sheila Macdonald on their recent marriage.

. . . We note that at the Trentham Yearling sales in January a Mr G. Lawrence of Hamilton purchased a horse. So the search for horsepower goes on.

. . . At the Intercontinental Hotel on Wednesday 13th February a function was held to present the awards to the winners of the Peter Stuyvesant competition to estimate the cumulative winning times of the four New Zealand races (Pukekohe, Levin, Wigram, Teretonga) in the Peter Stuyvesant \$100,000 Motor Racing Series. Master of Ceremonies was Mr Peter Scott of that Company and he announced the following successful entries:-

- | | | |
|-----|-----------------------------|---|
| 1st | Mr Ian Frater of Wellington | Datsun sports car 260Z sponsored by Nissan Datsun. |
| 2nd | Mr J. Green of Christchurch | 11 day trip for 2 to Singapore/Bali plus \$150 spending money each. Return air fare and sightseeing tours. Total Value \$1300. Sponsored by Stars Travel/United Holidays. |
| 3rd | Mr E. Matthews of Frankton | 1 week for 2 in Fiji. Return air fare plus \$150 spending money each. 7 days at Korolevu Hotel. Total value \$850. Sponsored by Air New Zealand. |

We understand that the winner's estimate was exactly correct and that second place was only a fraction of a second different. Ian Frater is a motor racing enthusiast, so the Datsun 260Z has gone to a good home.

. . . Heinemann Educational Books (N.Z.) Ltd advise that they have just published their book "East African Safari Rally". It retails for \$2.95. This book contains 112 pages with a

photohistory by Mohamed Amin and text by Peter Moll. It gives a very full history of the East African Safari Rally from the first one in 1953 to the 1972 event. A must for the rally buff. If you have any difficulty obtaining a copy write to the publishers at 26 Kilham Avenue, Auckland 9. (P.O. Box 36064) or Telephone 489-153 and 489-154.

. . . Congratulations go to Doug McCrae and Christine on their recent engagement.

. . . At Northern Sports Car Club Stag Evening a team from guess which club that has its clubrooms in Stoddard Road, thoroughly trounced Uncle Morrie's team in the boat race and in the joke telling competition, and were just held to a draw in the snooker competition. Keep it up chaps, we hope for a return bout some time.

. . . That uncertainties apart, this year's Gold Star Trial has had the plotting completed and may even be called the TISCO Trial. There will be no prizemoney but from all accounts it should be well worth competing in for the experience alone. If you are not competing and would like a bit of the action, ring Peter Meggison 547-129 (Bus) and he will arrange an interesting job for you.

. . . Any club member who owns a rally or circuit competition car and would be interested in taking part in the grand parade, displays, etc., to be held in conjunction with the gala opening of a major Auckland bridge project at Tamaki, due to be completed shortly, is asked to please contact Club Captain, Ron Brown (Phone 678-739 - private) as soon as possible. The actual date is not yet known but it is expected to be during April. This could be an ideal opportunity to give exposure for sponsors as public attendance on the day is anticipated to be in the region of 20,000.



NOTICE TO MEMBERS

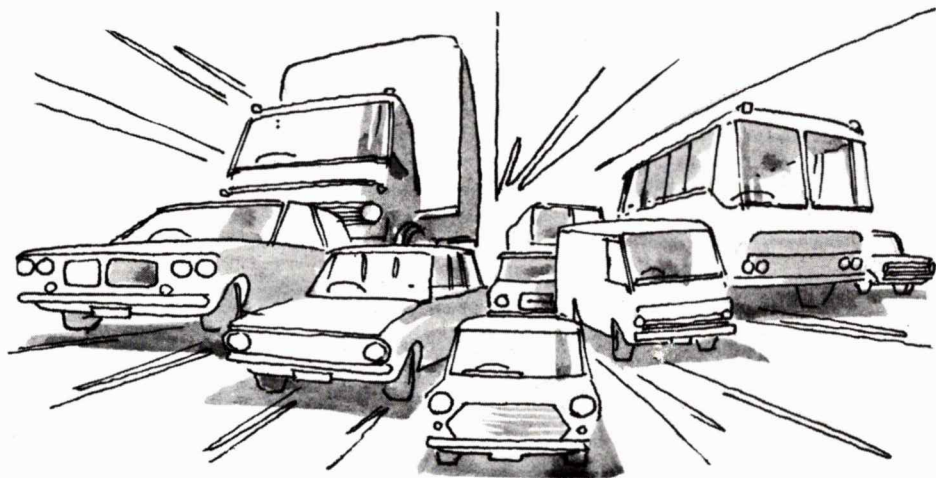
The next two National Meetings at Pukekohe are the Rothmans National Meeting (organised by the Northern Sports Car Club) on Saturday, 9th March, and the Dunlop National Meeting (organised by the Auckland Car Club) on Sunday, 7th April.

As a special concession to members of both Clubs, entry to a special enclosure on the new grandstand will be free to members producing their current Club Membership Card. Members may take friends into this special area but the usual admission charge will be payable by those accompanying the member.



Haere Tonu mai **R**OMINION *Rental cars*

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SOUTH AUCKLAND: Bairds Road, Otara, Phone Pop 48-194

TAURANGA: 140 Cameron Road, Phone 89-083

TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLenheim: Main Street, Phone 89-156

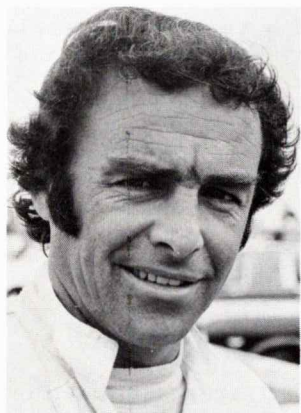
CHRISTCHURCH: 250 Durham Street, Phone 60-072

DUNEDIN: 144 Great King Street, Phone 77-719.



Haere Tonu mai
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DENNIS MARWOOD COMMENTS

My recent trip to California was mainly to visit the SEMA Show at the huge Anaheim Convention Centre just across the road from Disneyland. SEMA is the Specialty Equipment Manufacturers Association formed to set safety standards for the Hot Rod industry and also to protect the industry from legislators who would like to see the motor car remain standard for its entire life.

The SEMA say their industries sales annually exceed one billion dollars so you can see why they are keen to protect it. Most of the large manufacturers have four or five hundred outlets throughout the States and of course many more around the globe. I also took the chance to visit the Boat Show and Ontario Raceway for the "Supernationals" Drag Meeting.

No one seemed too concerned over the fuel shortage as U.S.A. only import 17% of their oil, and there are so many old wells which can now be pumped out with the returns higher. I was amazed to see oil wells and refineries dotted all over Los Angeles, and there is reported to be so much oil off shore in California that they will not run out for some time yet.

I had a flying visit to San Francisco to visit the Berkeley Pump Company which we represent here, and was most impressed with the Bay area. It is very much like New Zealand. I had Thanksgiving dinner with Ken and Chrissy Holden who are now living in San Rafael north of Frisco and they took me for a drive through a Redwood forest where some trees were 1400 years old.

I visited Ron Butler who is very busy building up Pro Stock cars which use stock block carburettored engines, and must retain standard wheel-base and body. At Ontario we saw "Big Daddy" Don Garlits break the World E.T. mark leaving it at 5.78 and terminal speed of 245 m.p.h. These 1800 h.p. rails are really something to see and hear. The chassis and tyre builders are now at the point of asking the engine builders for more power as the professional drivers like Garlits are virtually using all of the 1800 odd h.p. available to them.

Home at Performance Developments we have completed building a test boat of 11 feet fitted with a Berkeley 6J drive unit and a 24 h.p. marine engine we imported from Austria. The engine and jet weigh less than 100lbs and the boat will turn 28 m.p.h. with one on board and will even pull a skier on a deep water start provided he or she is under 12 stone in weight. We have had a lot of fun over the holidays and interest in the set up is tremendous.

I was most impressed at Pukekohe with the Fire Marshals' training which Noel Ingles and Graham Mayo are organising and we all must thank them for leading the way like this. I only hope their activities will rub off on other circuits around the nation.

DENNIS MARWOOD.

TRACKSIDE



Mario Andretti escaped from a monumental crash at Ontario Speedway while tyre-testing last year's USAC Parnelli-Offenhauser. He was trying the car with the smaller wing and lower turbo boost required by this year's regulations when the car got out of shape and crashed head-first into the retaining wall at 185 mph, hitting it with sufficient impact to push the engine back some eight inches in the chassis.

Andretti was knocked unconscious and was at first feared to be seriously hurt, but later X-ray examinations revealed no worse than a minor fracture and severe whiplash. Shortly before the accident he had commented that the new wing unsettled the handling: "When I lean on it, it gets away". Afterwards he had no memory of the incident but there was no indication of mechanical failure.

After a few days in hospital, Andretti was back in the cockpit, however, carrying out initial testing of the latest F5000 Lola at Riverside for the Parnelli Jones/Vels team. Ron Tauranac is supervising the detail development of this car.

While he was recuperating, Al Unser took over shadedown trials of the new Maurice Philippe-designed Parnelli. Unser and Joe Leonard are scheduled to drive Eagles for the Vels team in the major 1974 USAC races, though, while Andretti sticks to the Philippe car.

. . . Although Roger Penske will retain one of the Porsche 917/30s for his "private use" the Stuttgart factory is withdrawing any sort of direct support from Can-Am this year. Although economic constraints must be a major factor in this decision, the SCCA's drastic regulation changes have clearly influenced Porsche against continuing. A huge sum of money had been invested by the firm to win two Can-Am Crowns, George Follmer taking the title in 1972 and Mark Donohue in 1973.



 GET WITH **DUNLOP**

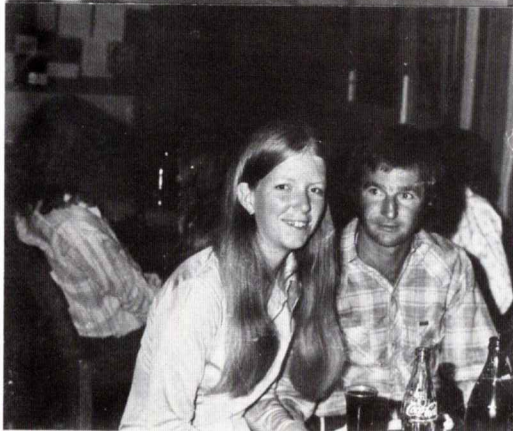
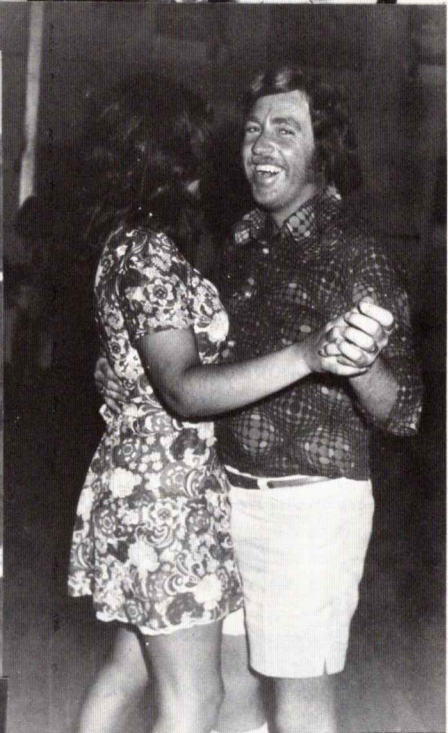
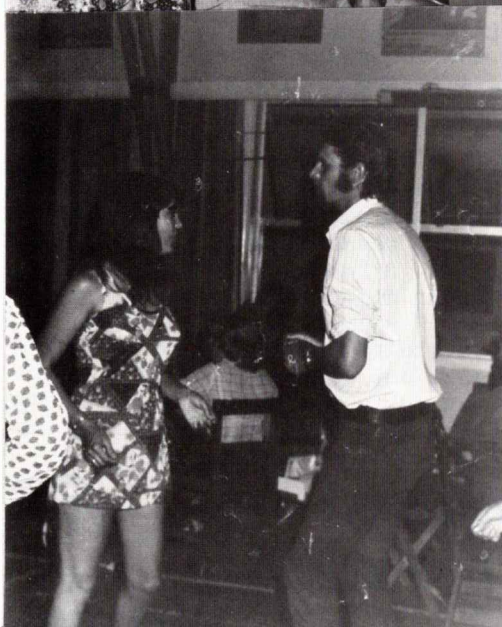
Trials Trophy Points

A. MORLEY	179½	N. MALLARD	8
J. CROMBIE	134	W. PARKIN	7
R. WYLIE	123	M. TREE	7
S. HAMILTON	116	C. HENRY	6
B. NICHOLL	72½	R. STODART	6
C. SHANKS	61	C. MINERS	6
R. WILSON	56	A. CLARK	6
P. JUKES	46½	G. WINDSOR	6
D. BONE	46	D. CROSS	6
B. BLACKLOCK	30	P. BATEMAN	5
P. ASHWORTH	22	M. PARSONS	5
D. GULLAND	21	R. VISKOVICH	5
S. MATHIESON	21	W. PAINTER	4
P. LEVET	20	M. BOYLE	3
P. SHANKS	18	A. MOWATT-WILSON	3
J. KILMARTIN	17	R. MONTGOMERY	3
J. CHANDLER	14	G. MAINS	3
D. HUGHES	14	R. HARDING	3
D. O'CARROLL	11	D. BELL	2
J. GREENWELL	11	B. McDONALD	2
D. BROWNE	10	L. RYAN	2
H. LOCKIE	10	M. WIGHTMAN	2
M. CHILDS	10	P. LIST	2
J. EASTERN	10	A. JEFFERIES	2
J. POWELL	10	W. OWEN	1
J. WENTWORTH	9	J. SAMSON	1
M. HIESTAND	9	D. MARTON	1
J. KIRK-BURNAND	9	B. SERGEANT	1
		G. STRATFORD	1

BISTRO DINNER & DANCE EVENING

10th FEBRUARY







It was disappointing to see that not very many of you who read this column observe last month's warning about sealed clocks and as a result were penalised in the Crombie/Wylie Trial held on the 13th February. So start fixing them now and get them ready for the first Mercury Trophy event which this year is being called "The Northern Autos Trial" and is being organised by none other than my old dualist GT 1.5. The event starts 7.00 p.m. Saturday, 16th March, and entries will be taken from 8.00 p.m. onwards, Friday 15th March at the Northern Sports Car Club Clubrooms. We hope to see all 34 crews who started in the last mid-week trial plus a few more competing in this first Mercury event so that we can gain a healthy lead on our way to winning the Mercury Trophy.

At this stage it would appear that Thames Valley Car Club are going to run the Lemon and Paeroa in April, plus the TISCO and the Castrol are on although whether they will be known under these names is still being considered.

This month I am not going to criticise Norman Harvey in any way because it is interesting to note that none other than our beloved Deputy Club Captain, Bob White, described the way to Ridge Road, Pokeno, for the recent gymkhana, as being "an acute bear right"! Bob White and others who do not understand this joke should come to the next Trials Instruction Evening (see Coming Events) to find out the difference between an "acute" and a "bear".

It is also very pleasing to see that the Club is now informing all members in detail of the latest MANZ Regulations but, of course, this gets back to the problem of "who reads everything they get"?

Andrea Morley continued her winning way in Crombie's trial closely followed by Steve Hamilton and Neil Mallard and I will personally hang, draw and quarter all these crews if they cannot repeat this result in the Mercury Series, to be aided of course by other place getters such as Doug Bone, Peter Levet, Barry Nicholl, Willard Martin, Ray Stodart and all those other people who know what the right time is when the big hand is

GRID REFERENCE 006

 **DUNLOP**



THE COLOGNE CAPRI

PAUL FAHEY

The idea of convincing Ford Germany that one of their Capris should come to New Zealand started not long after I finished driving my old Mustang for P.D.L. After months of on and off again propositions I went to Macau and saw one of these cars race in Alan Moffat's hands. It was hard to assess its performance

against Toyotas and Mazdas of various vintages, but after the race Alan was impressed enough to try and get Ford Australia to move in and take the Capri to Australia. However, several phone calls to Germany, England and within New Zealand convinced everybody that New Zealand was its proper place. With fingers crossed it arrived December 22nd and two days later we gave it ten laps around Pukekohe. We were horrified to find that it was geared for 165 mph, which meant that I could only use 2 gears, however times of 1.21 looked promising. The spares for the car were somewhere between Hong Kong and Auckland and so it was fairly worrying to go to Bay Park a few days

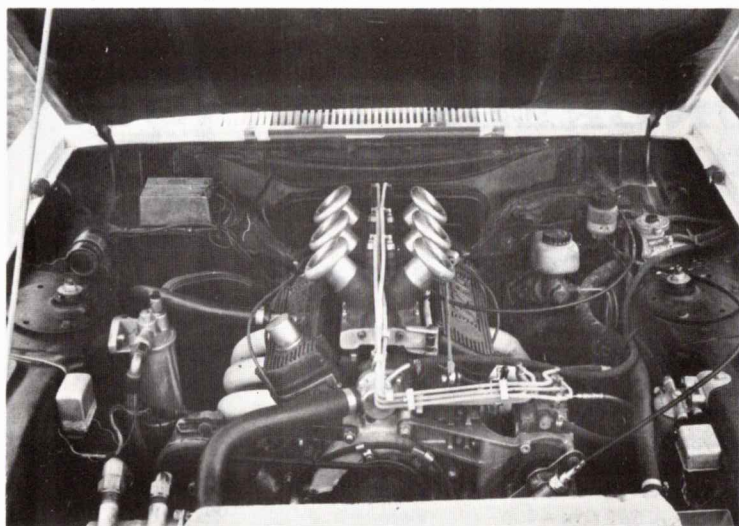


later without even so much as a spare spark plug. The results are now history, but a lot of the drama of racing without spares, deciphering German instructions, learning all the technical details of the car and finding out just how fast it would go through corners without losing it are

only known to myself and the crew. Believe me, we have had our funny moments and some worrying ones too.

This car was built in January/February 1973 and its first race was in Austria, which it won with Jackie Stewart at the wheel. It then appeared at Le Mans, Spa, Paul Ricard, Zandvoort, Jarama, Nurburgring and Silverstone covering 14,000 miles, after which it was completely rebuilt for Fuji in Japan, which it won, and the Macau G.P. After Stewart, Fittipaldi drove it twice before Jochen Mass drove it in the last five rounds of the European Touring Car Championship.

The car is beautifully built and some of the detailing has to be seen to be appreciated and this has led to the car being overweight for New Zealand sprint type races, as the Germans have obviously built the car to do 24 hour races and have spared nothing for strength. This car weighs 2,200lbs dry and the 3 litre V/6 engine develops 325 bhp at 7,700 rpm. I try to keep it at 7,500 through the gears, but usually the



tell-tale on the rev counter shows 8,000. The gearbox is a ZF 5 speed and it has a Taunus rear end as per the G.T. Cortina etc. The fuel capacity is 36 gallons in two rubber fuel cell tanks and it has a full Gravener fire extinguisher

system as well as a full roll cage.

After the New Zealand season the car is due to go back to Europe, but with some luck I may run it in the Calder \$100,000 series, where I feel it will have a struggle against the top Australian Sports Sedans. We will have to hope that its reliability will be in its favour.

PAUL FAHEY



\$100 REWARD

For information leading to the whereabouts of the following racing Mini parts stolen from my workshop:-

- 1 Arden 8 Port cross flow cylinder head
- 2 x 40mm Dellorto Carbs complete with intake manifold and exhaust extractors
- 1 x Camshaft, steel rocker gear and alloy finned rocker cover

Phone Wal Wymer GLE 5542 (Bus) or HSN 47-639 (Res.)

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The two sets as shown below each contain eight 10 x 8 glossy action photos. These prints are normally \$2.00 each but the price for a set of eight is only \$10.00 for the period of this offer.

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Gethin	Chevron
Stewart	Lola
Pilette	Chevron
McCormack	Elfin
Brown	Lola
Oxton	Begg
Lawrence	Lola

SALOON SET

Dawson	Camaro
Fahey	Capri
Coppins	Firebird
Richards	Mustang
Baker	Mustang
Riley	Camaro
Richards	Falcon
Crichton	Monaro

SPLIT SETS NOT AVAILABLE

Cash with orders please.

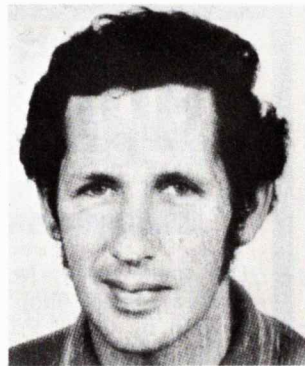
As well as this special offer there are also colour and black and white pix of the top drivers at Bay Park, Levin and Pukekohe.



Jack Inwood, P.O. Box 9323, Auckland

Graham Spear

reports



Engine balancing is probably the most necessary operation when modifying any motor as a motor out of balance is under severe loadings even in its standard form. Engine balancing has become more and more critical and balance sensitivity levels have become so fine that even balancing machines have to operate to finer levels than ever before. This is one reason for the delay in my firm's purchase of a new machine. We patiently waited for the latest model to be manufactured overseas so that we would have a machine of the very latest type that would operate to the critical sensitivity levels so necessary for the balancing of the modern performance motor.

The basics of the modern balancing machine are that when the article being balanced is rotated at balancing speeds unbalance forces in the article transmit a horizontal vibration to extremely sensitive magnetic type pickups. These are transformed into measuring voltages which automatically indicate readings on amount meters, in conjunction with a 3 phase alternator and 2 selsyn receivers. These pulses also indicate angular position of the unbalance in the component. These readings on the modern machine are displayed simultaneously on twin unbalance meters and twin angular position indicators and these readings are retained when the machine stops and are cancelled only by re-starting the machine. This machine rules out human error and provides for a quicker more accurate job. The late model machines are capable of indicating errors in unbalance as fine as .000006" (6 micro inches) of remaining eccentricity or .003 oz inch in its fourth sensitivity position.

As you will probably realise the modern machine is extremely accurate but this machine only balances revolving articles and a whole balance job is useless if pistons and conrods are not in perfect balance. Conrods are the most critical engine component in regards balance and they must be balanced end for end and also for total weight. Conrods can affect piston balance and crankshaft balance as there is no set point where up and down movement and rotating movement starts or finishes on a conrod. Balancing a conrod for total weight only often throws them further out of balance end for end and is not a satisfactory method.

Piston balancing is performed by matching each piston to an exact weight and this operation is as good as the scales used to perform this operation. Nowadays with scales manufactured accurate to 1/10th of a gram and showing these readings on clear widely separated divisions this operation is probably the easiest balancing operation.

A good balance job to the finest balance sensitivity levels takes more time than the average job but is well worth while.

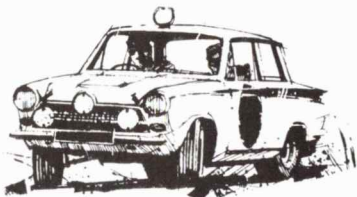
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Deal direct with the Nomex importer at Spear's Speed Shop. This material is worn by Grand Prix and Indianapolis drivers, and also by astronauts and U.S. Navy pilots. It enables the wearer to withstand a petrol fire of 2,500 degrees F. without skin temperature reaching more than 300°F. We have one and two piece overalls in S.M., M., and O.S. sizes in stock now, and as we import the Nomex material, we can make overalls to any size or shape.

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The choice of the top rally teams and drivers as proven in the 1973 Heatway rally. The complete range of auxillary fog driving and long range lamps as well as the full range of halogen headlamps are now available. No matter whether your requirement is for large, small, round or square lamps, Cibié will have it in their range and all are available from Spear's in 6 volt, 12 volt, and 24 volt.



This paint was developed for the white hot skins of space bound re-entry vehicles and is ideal for exhaust extractors, pipes and mufflers. This paint stands at least 1200°F. of heat or direct flame and is available in 16 different colours.



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My Most Memorable Car

PETER LEVET

"Well, it's yours".

With that comment from Ron Brown I took over ownership of a largely complete kitset of parts for a do-it-yourself racing Mini.

The Mini, AY20, was originally a company car of Arthur Yates and Company before passing to Ron as a 1962 Morris Mini saloon complete with a hole in the roof panel for a two-way radio aerial. Ron converted the car to 997 c.c. Cooper specifications and raced at hillclimbs, club circuits and National races before altering it to full 999 c.c. "S" specs. for circuit races only. Shortly afterwards Ron transferred the "S" running gear to an all new body and I became the proud owner of the previously mentioned kitset.

I rebuilt the car to 997 specs. and proudly towed it to Bay Park behind the parental Morris 1100. One lap of practice and a disintegrated clutch plate later I was on my way back to Auckland to rebuild the clutch for the following day's club circuit meeting where I had two wins and no troubles.



At this time I was joined by Ray Redman on the preparation and tuning side of the operation. Proudly we took the car to the first Benson & Hedges meeting for the 15 lap 0 - 1000

c.c. event. After qualifying over two seconds faster than the next car we became the last casualty of a Clyde Collins do-or-die attempt to gain the lead at the start from the fourth row of the grid. (Graham Watson and Alan Boyle also bearing damage from the same source). To cut a long story short we came from last car away up to fourth (after a couple of spins) to finally run out of petrol on the second to last lap. Ray's comments toward the P.D.L. camp that day were largely unprintable.

A couple of weeks later saw us leading the next championship race at Bay Park only to watch the finish of the race from atop the fence at the end of the back straight. Clyde and myself had had a coming-together which put us both through the



fence. At this point it must be mentioned that every 0 - 1000 c.c. race had five or six cars dicing for the lead at every meeting. Racing was close!

The G.P. meeting saw a non-start due to a broken crankshaft which was to keep the bank account in the red for nearly six months.

Since we couldn't afford to go to the South Island after this, I de-tuned the car, removed the numbers and did a tour of the North Island for my holidays. After the holidays a rebuild for the car saw us back in business for the remainder of the season, and what a hectic few months it was for the car.

At a North versus South challenge series at Bay Park, Lin Nielson blew his engine in practice so I lent him AY 20 for the series. That day the car did two practices and six races finishing with a new class record for me. (The first 1000 c.c. under 1 minute 10 seconds).

Levin saw a tremendous tussle between my old sparring partner Clyde Collins and myself, Clyde winning by half a front mudguard and another class lap record to me. Later in the day Jim Richards in the 1300 Escort just held the Mini out for the whole race with both of us finishing side by side.

Later in the season saw a further blow to the still-red bank account with another broken crankshaft and a meeting with a fence on Pukekohe's back straight but yet a further class lap record.

At this point, one of the tremendous things of motor racing came my way. With the car badly damaged and Levin a week away a truly tremendous effort by Lynton Ryan, Rex Pulman and Kenny Sleath (amongst others) saw the body completely rebuilt and repainted and racing again at Levin to second in the championship race.

Shortly after this I was to part company with AY 20 but for the record, the car went to an apprentice mechanic, then to Gisborne, then back to Auckland to finally end its career in the disastrous fire at Cook Motor Racing's workshop.

For the technically minded, the long-stroke 997 c.c. 5 port engine produced just over 100 b.h.p. at 9000 r.p.m. and there wouldn't have been many engines of this type in the world which could regularly beat the more sophisticated "S" type units.

So there we have it - truly a remarkable motor car and one which gave me much pleasure in that it introduced me to so many of the people involved with New Zealand motor racing at all levels.

PETER LEVET



NEW MEMBERS

We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (See Page 1) to help them settle in.

Kevin Kay	Mt Wellington	Zephyr
Jim Lawrence	Auckland	Austin Mini
John Yurjevic	Silverdale	M.G.B.
Peter Goulding	Glenfield	Holden
Peter Lowe	Glendowie	Zephyr
Rex Griffiths	Papatoetoe	
Raymond Wilson	Papatoetoe	Austin Mini
Roland Doyle	Birkdale	
Philip Fouikes	Papatoetoe	Austin Healey
Catherine Fouikes	Papatoetoe	
Peter Parnell	Paraparaumu	VW 1302S Rallye
Peter Schoffelmeer	Auckland	Fiat
Kerry Burton	Birkdale	Cortina 2000
David Lees	Papakura	
Maurice Hodgson	Greenhithe	Mitsubishi
William Van Dyk	Northcote	Humber 90
David Jones	Howick	Fiat 1500
James Roskvist	Mt Roskill	Corolla Coupe
Donald Webster	Mt Albert	Holden
Richard Walker	New Lynn	Hillman
Michelle Austin	Mt Eden	Mini
Peter Clemoes	Mt Roskill	Vauxhall
Thomas Milner	Avondale	Holden
Percy Eldridge	Herne Bay	Ford Escort
Harry Bowers	Mangere Central	Lotus Elan S3
A.L. Thomson	Henderson	Mini
J.M. Hall	Glendowie	Fiat 500
B.E. Grounsell	Mt Roskill	Cooper 'S'
P.A. Kinney	Westmere	Morris 1100
G.W. Rankin	Papatoetoe	Ford 10



EUROPEAN RALLY SCENE

The Marlboro Arctic Rally in Finnish Lapland proved to be an exciting hard fought competition in the snowy wilderness just south of the Arctic Ocean, with plenty of talented drivers to keep interest to the end. Main rivals were Saab and Ford, and it was the Finnish driver Tapio Rainio who eventually emerged outright winner in his works Scan-Auto Saab 96 of Finland. Second place went to Stig Blomqvist in a Trollhattan Saab while third and fourth went to Timo Makinen and Markku Alen in Boreham Escorts. The finish was very close with only 81 seconds separating the first four cars.

The cars started at Rovaniemi on the Arctic Circle, and in the early evening crowds gathered for the first stage on a track ploughed through the snow on the frozen river. Most drivers appeared to be feeling their way with the technique of "getting quicker slowly".

After the river stage, the rally headed north along a winding route, and it wasn't long before the snow banks gave crews their customary Arctic exercise - digging. The absence of pace notes and the restriction of 150 studs per tyre brought more excursions from the road than in past years. After the first four stages, Blomqvist led the other three works Saabs.

Kallstrom slid the big Datsun into a ditch, and it was too heavy to be dug and pushed out. Rainio ran for 10km on a flat tyre and Kullang spent 10 minutes digging out the Ascona. From the ninth stage onwards, many had a loose covering snow which made progress difficult. At this point Blomqvist held the lead but Mikkola had moved his Escort up to joint second with Eklund's Saab. Close behind were Lampinen (Saab), Makinen and Carlsson (BMW).

Over the next couple of stages, Blomqvist had a series of little stoppages including some petrol problems and dropped back to third behind Eklund and Mikkola. On stage 12 Eklund went off the road and spent over twenty minutes digging himself out.

There was a five hour stop at Angeli, a small hamlet with just a cluster of wooden dwellings. The army was called in who provided Arctic tents, blankets and heaters etc., and competitors parked their cars and retired to the tents to sleep.

The second-half got under way and Blomqvist spent five minutes digging. Makinen was having brake problems, sometimes not working at all and Allen was continually hampered by a broken manifold. After 18 stages Mikkola's lead was 51 seconds over Rainio, then the Escort's engine started to falter. At times it stopped altogether, and after checking everything would unaccountably start again after a few minutes. The engine had been running very hot, particularly with alcohol added



FORD RALLY PROVEN PARTS

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After a month working at Borham preparing Mike Marshall's car for the R.A.C. and then managing the highly successful Woolmark Ford Team at the 1973 Heatway Rally, Ray Stone has all the latest information on Ford Rally parts.

This Rally parts information is now available to all Car Club members only from the Superford Division of John W. Andrew. Write or call Ray Stone, Chris Moon or Murray O'Donnell at John W. Andrew, Box 8520, Auckland or phone 364-280.

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to the petrol to prevent carburettor freezing, and it was thought that the heat had an effect on the wiring and isolating switch.

Makinen had found his brakes again and he started to push forward to challenge Rainio. Blomqvist also had the same idea, and all the way down from the north these three drivers with Alen trying to stay with them were driving hard.

On stage 21, Mikkola stopped again and Rainio had to stop behind the Escort. The two crews dug a hole in the snow bank big enough to push the Escort into, as the stage was blocked. Alen was also digging elsewhere on the same stage so that things evened out. After stage 25, Blomqvist had passed Makinen for third and the following stage they both passed Alen with Makinen briefly holding second.

1st	T. Rainio/E. Nyman (Saab 96V4)	27128 seconds
2nd	S. Blomqvist/H. Sylvan (Saab 96V4)	27193 seconds
3rd	T. Makinen/E. Salonen (Escort RS)	27198 seconds
4th	M. Alen/I. Kirimaki (Escort RS)	27209 seconds

TULIPEN

Sandringham Tyre Service Gymkhana Shield Points



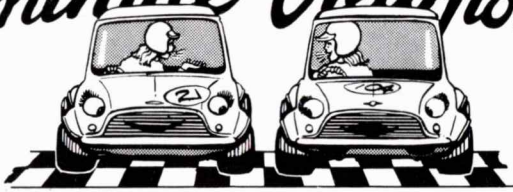
The following points are up to and including the Pukekohe Gymkhana held on the 10th February 1974:-

B. PLATT	24	R. CARLSEN	5
J. PERKINS	23	M. COX	5
B. KIRK-BURNAND	23	G. PITT	5
J. RIDDELL	18	M. BOWERS	5
S. HAMILTON	17	W. PAINTER	5
D. O'CARROLL	15	R. SENNE	5
P. LIST	12	H. LOCKEY	4
A. JEFFRIES	12	J. WILSON	4
J. CROMBIE	12	S. WARD	4
D. GULLAND	11	R. BROWN	4
J. RHODED	11	K. LA TROBE	4
D. JOHNSON	11	B. KIRK	4
J. BUSCH	9	J. HUDSON	3
R. CLARK	9	K. COLLIER	3
B. WHITE	8	N. KING	3
G. HILL	7	B. HADFIELD	2
M. HARTFORD	6	M. ROUT	2
P. LEVET	6	J. FOGELBERG	2
D. HADFIELD	6	C. CROUL	2
K. BENNET	6	L. WHITE	1
S. HILL	6	W. PEARCE	1
C. TURNER	6	M. JOHNSON	1
R. WYLIE	5	K. TURNER	1



DUNLOP

Feminine Viewpoint



When I look back over our married life, I would say that it was during the year 1969 when our way of life took a drastic change. Not just for Graham and me, but for our whole family (which at that time consisted of two boys and two girls, all under the age of five). It was then that Graham became more deeply involved with motor sport. Not the driving side, thank heavens. Mind you after a period of time it did start to enter his head, and I reckon given a bit of encouragement, which he didn't get, that may have eventuated.

The first race meeting we attended (minus our family) was at Pukekohe. It was the day Shak Manon's Mini ended upside down in the drain by Rothmans. I couldn't believe my eyes. I just didn't believe such things could ever happen, and to see him get out unharmed was even more of a surprise to me.

The next event we attended was a club circuit meeting. We all arrived in full, plus a large picnic hamper, many bottles of brown (for Graham), babies' bottles, nappies, push-chair, you name it we had it. If I remember rightly that was the day, just to add to the excitement, that the oven caught fire while I was baking scones for our lunch. I was exhausted by the time we arrived, but I must admit I really enjoyed the day, and so did the children. If they weren't watching the cars they were running up and down the hill.

Apart from going to race meetings, Graham became more personally involved in the motors of various cars. It was also at this stage that he started to expand the family business which is now known as Spear's Motor Preparation and Spear's Speed Shop. Between the two it took up more of his nights and weekends than I wish to remember. I have to be honest, my first reaction to this wasn't too good but it wasn't too long before I realised that if I didn't become involved to a certain extent that I'd be left out on a limb so to speak.

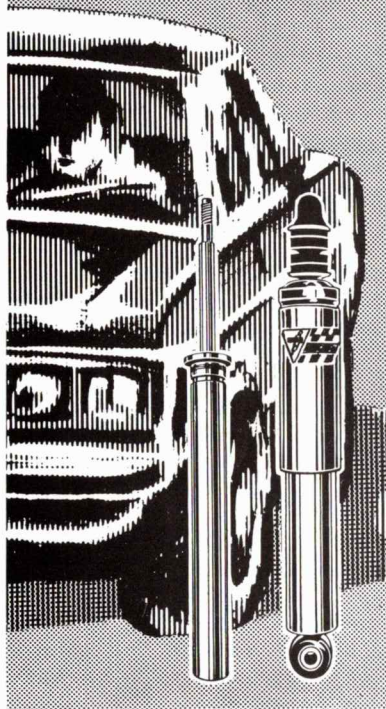
I made arrangements to have baby sitters in so as I could go to the Car Club with Graham on a Thursday or Sunday evening and eventually I got to know people and I became more interested not only in the motor racing alone, but also the life around it.

I recall one Bay Park meeting in particular. 'Labour Week-end 1969. We arranged for the three older children to go away for the weekend and we took Jeanette, who was only fourteen months old at the time, away with us. Graham had made arrangements to share a cabin with the Halliday brothers and Steve Horne at the Mount. I can honestly say I didn't know what I was letting myself in for having to cook for four men and look after Jeanette too. It was worse than looking after the four children together. It was useless asking any of the men to even

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as much as watch Jeanette for five minutes as I found out when I asked Rob to do this. When I got back from the shower, Jeanette had consumed about half a can of beer which she found on the table. Another job I got lumbered with was being chauffeur when they were all under the weather.

We have periodically made day trips to Bay Park with the children. After enjoying a day's racing we leave for home about 6 p.m., stop to get fish and chips at a shop on the outskirts of Tauranga and then travel as fast as we can to a picnic spot beside the Waihou River. This is where all the children have a wash in the river, and I might add they sure need it after a day at Bay Park, get into their pyjamas and then go to sleep in the back of the van. It's a bit of a squash but they don't really mind.

We now have another daughter, Sherry, which makes a grand total of five. She attended her first motor sport event at the tender age of ten days old when we went to see the 1972 Heatway Rally cars at Western Springs.

Anthony is the real Motor Sport fan of the family and it is nothing for him, even though he is only eight, to attend a whole day's racing at Pukekohe and then Speedway the same night.

Martyn who is nine, doesn't really like it at all and whenever possible he goes to his Nana's for the day. If he does come with us, he spends most of the day looking for bugs or insects or something of that nature.

Natalie and Jeanette simply enjoy the fact that they are going out and usually find something to amuse themselves with.

What I really do appreciate is the Pit Stop Bistro Bar at the Club, especially after a day at the racing. The only thing that does worry me a little is that when we arrive on a Sunday evening and everyone is sitting down having a quiet drink or something to eat, all of a sudden it isn't quiet any more. I wonder why??????

All our children are still talking about our trip to Manfield last December. It wasn't our intention to go down really. At about 8 a.m. on the Saturday morning (practice day) we received a toll call from Feilding. It was Frank Bray ringing to tell Graham there was something wrong with his motor. When Graham put his hand over the mouth piece of the phone and told me he would have to go down there all my good ideas for our weekend's entertainment went down the drain. Then I thought, damn it, what's to stop us from all going down. It was all go from then, what with breakfast to get, beds to make and bags to pack etc. I am very proud to say we were on our way by 9.15 a.m. It was such a long trip, especially as the 50 mph speed limit had been introduced and I don't think we had even got to the end of the motorway when a voice pipes up in the back and says "Are we nearly there". We eventually arrived at Manfield at 4.45 p.m. and work started on the car immediately. It was well and truly dark by the time we left the track and none of us had had any tea. I stopped at a dairy and bought a couple of packets of biscuits for the children to nibble on while we found somewhere to stay. Feilding itself was completely booked out so we went on to Palmerston North. You may well imagine my panic when we were still ringing up motels from a phone box at 9.30 p.m. that night. I think we must have got the last accommodation available

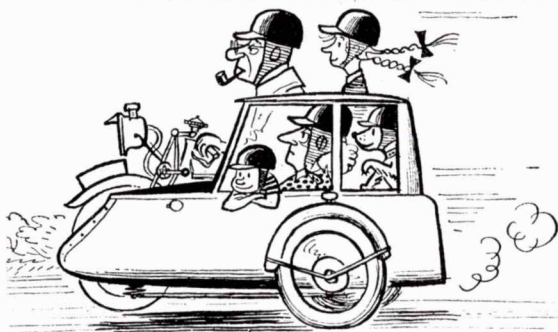
in the town. We finally sat down to tea at about 10 p.m.

The next day's racing was mighty, but unfortunately the day itself was very cold. We stayed till the last race and then came that terrible trip home. We finally saw the lights of Auckland at about 12.30 a.m. I had taken over the wheel at Hamilton to give Graham a break and it was about this time that I started to nod off to sleep at the wheel. Even now I think what could have happened if I hadn't come to my senses. By the time we got home and everyone was in bed it must have been going on for 2.00 a.m. Even though I say it myself, the children were extremely good that weekend. They all thoroughly enjoyed themselves and I suppose everything being so impromptu made it very exciting for them.

I reckon I could sit down and write a book and not just

an article on our experiences in relation to motor sport. One thing does seem very apparent to me is that it is a very special type of man that is wrapped up in the world of motor sport and also that you have to be a very special type of woman to cope. I am trying!!!!

ROBYN SPEAR



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Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.

Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.

EXIDE TROPHY

Exide Points are awarded on the following basis - TRIALS 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. ALL OTHER EVENTS - 5, 4, 3, 2, 1 for each. These points are up to and including the Trial held on the 15th February.

A. MORLEY	69 $\frac{1}{2}$	R. WILSON	15	D. McRAE	9
R. WYLIE	43 $\frac{1}{2}$	B. PLATT	15	P. BATEN	9
S. HAMILTON	40	B. KIRK-BURNAND	15	M. COX	9
P. JUKES	39 $\frac{1}{2}$	J. PERKINS	14	G. ADDTS	9
D. BONE	35	D. JEFFERIES	11	A. ISBEY	9
P. SHANKS	32	W. PAINTER	11	M. HIESTAND	9
P. LEVET	25	J. GREENWELL	11	D. WENTWORTH	9
D. O'CARROLL	20	W. PARKIN	11	K. FLASHMAN	9
D. CROSS	19	D. GULLAND	11	M. KING	9
J. CROMBIE	18	C. SHANKS	11	L. VANDEMEER	8
J. KILMARTIN	17	K. SMITH	10	M. BOYLE	8
B. NICHOLL	16 $\frac{1}{2}$	R. BROWNE	10	G. CRAWFORD	8
R. WILSON	16	B. SAMPLE	9	M. JONES	8
				N. MALLARD	8

6 POINTS:

G. NICHOLLS, B. CORK, N. FAVA, W. WYMER, C. HENRY, T. THOMPSON, S. McHUGH, C. HUMPHREY, R. STODART, J. RIDDELL

5 POINTS:

C. TURNER, P. JAMES, C. HOULTRAM, R. COOK, D. SIMPSON, M. MARSHALL, P. BATEMAN, R. INNES, M. PARSONS, R. VISKOVICH, L. FRASER-JONES, D. OLIVER, B. RILEY, D. BREMNER, J. HATTON, M. HARFORD, T. TAPPER, R. JORDAN, B. WHITE, M. MILES, R. WHITING, W. BLAKEMORE, R. ROBINSON, K. VINCENT, M. SOAMES, B. PATRICK, S. MILLEN, R. SENNE, D. HADFIELD.

4 POINTS:

R. LISTER, M. CARLSEN, J. POWER, N. SILCOCK, T. ROBERTS, R. CLARK, R. SWINBURNE, D. NORTON, S. WARD, C. REID, R. RATTENBURY, B. FOWLER, R. BAILEY, R. DUIRS, I. ZONICH, G. MCGREGOR, R. STONE, G. SUTHERLAND, J. WATSON, C. CRAWFORD, G. MORRIS, K. STRAHAN, W. BOWERS, S. MATHIESON.

3 POINTS:

D. BONE, K. BENNET, R. WILLIS, D. LIST, P. HAUGH, K. VINCENT, V. McWATT, M. MOORE, P. WARD, R. WHITING, H. LOCKEY, Q. PHILLIPS, A. CARLSEN, G. MAINS, A. FOWLER, N. FINDLAY, F. GILBERT, P. ROBINSON, P. HAUGH, M. MACY, J. PEARSON, A. MOWATT-WILSON, D. MORTON, R. HONG, J. WILSON, R. BROWN, B. KIRK, K. LA TROBE, P. LIST, R. HARDING.

2 POINTS:

R. MONTGOMERY, R. IRVING, P. SWANN, M. HAROLD, T. HOLT, D. WALSH, G. CAMPBELL, M. McHUGH, D. HONORE, B. GROVE, J. HALLEN, J. POWELL, D. CHILDS, B. WASHER, M. WHITEMAN, K. SNOOK, J. BUSCH, G. PITT, G. HILL, K. COLLIER, D. BELL.

1 POINT: B. HADFIELD, M. ROUT, G. STRATFORD,

D. CLEMENTS, T. BENSON, P. FOULKES, C. CONWAY, I. FLETCHER, L. CATE, R. ARMSTRONG, P. SUNDBERG, S. COOPER, J. SAMSON, R. VANDERKLEY, R. HANNA, J. FOGELBURG, G. WINDSOR, L. EVANS, R. IRVING, C. MANUEL, B. SERGENT, J. RHODEN, C. CROUL.



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